

MEMORANDUM.

Elements of value of the privileges possessed by the Rio Grande, Mexican, and Pacific Railroad Company.

any, in conjunction with one in Texas, controls the shortest practicable route for a railway from New York and the shortest transit from Great Britain to Australia.

2. The whole extent of road required to be built by the two companies to connect the waters of the Atlantic, at Corpus Christi, with the Pacific, at Mazatlan, is only 670 miles.

3. This transit is the direct continuation of the system of roads already built and in course of construction connecting the Gulf and the Atlantic cities, and all the rivers and roads running from the slopes of the Rocky mountains, and from near the northern lakes towards the Gulf of Mexico, lead into it.

4. When the railroad connexions now in progress from New Orleans to Corpus Christi are completed, and the road from Corpus Christi to Mazatlan is constructed, the time from New York to Mazatlan, by rail, will be five days; from Mazatlan to San Francisco, by steamship, four days. Whole time from New York to San Francisco, nine days.

5. The transit embraced by the charters of the two companies is the furthest *north* that a short transit can possibly be had, and the furthest *south* that admits of a connexion by land with the present railroad systems east of the Rocky mountains.

6. This transit, connecting with tide-water and the system of eastern and northern railroads at Corpus Christi, presents the option of a cheap movement by water and a quick movement by railroad.

7. The late action of Congress having shown it to be improbable that any road to the Pacific will be built through the territory of the United States north of this route, and this transit being shorter by several days' travel than any south of it it will command all the travel from our Atlantic coast, and the country east of the Rocky mountains, to the Pacific.

8. For *through* transit this road will have annually not less than 100,000 passengers; the gold products of California and Australia, and the silver of Mexico, not less than \$100,000,000; all the mails, American and European, from the Atlantic to the Pacific; and all the merchandise requiring despatch, or liable to injury from the effects of heat and moisture in more southern climates.

9. The length and location of the transit are such as will develop and command enough *local* trade to maintain the road. This will be derived from the opening of a vast and rich interior country having no present outlet; from opening the richest mining region in Mexico; from towns and cities already existing, and from settlements which will spring up along the whole line of the road.

10. No other possible transit can be supported by local trade and travel.

11. The Mexican company has the monopoly of this transit, as no road can be constructed, for ninety-nine years, within twenty-five leagues on each side of that built by the company, (article 5 of charter.)

12. The transit through Mexico will be absolutely free for travellers and merchandise of all countries, (articles 13, 15, and 16 of charter.)

13. The road may be cheaply built and maintained. The profile of the whole transit is smooth, rising gradually from the tide at Corpus Christi to the heights of the table lands, passing at almost a dead level over them, and gradually descending to the Pacific. There will be required but little grading and no ballasting, but few bridges and no draws. The cheap construction and maintenance of the road will be favored by the healthful and temperate climate, absence of posts, abundance of materials and labor, and the privilege of introducing iron and other materials for building and working the road on Mexican territory without payment of duties, (article 8 of charter.)

14. Excellent lands along the line of the road may be secured at almost nominal rates. The increase of value of such lands would repay the whole cost of the construction of the road.

15. The facility of obtaining good and cheap lands, the right to introduce iron and other materials for the road without payment of duties, and the monopoly of the transit, are paramount advantages derived from the location of the road in Mexican territory.

No. 2.

24

No. 2.
Memoranda of
Value of Privileges
Accrued. Mexican
& the. Nov. 6